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To: The Honorable Francis C. Heitmeier, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John R. Rombach, Legislative Fiscal Officer  
Evan J. Brasseaux, Legislative Fiscal Analyst

Date: February 25, 2005

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 04-05 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the budget on October 5, 2004. The Commission's FY 04 begins on November 1, 2004 and ends October 31, 2005.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. The Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 04-05**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	FY 04	Page
	<u>FY 01-02</u>	<u>FY 02-03</u>	<u>FY 03-04</u>	<u>Year End</u> <u>FY 03-04</u>	<u>FY 04-05</u>	<u>vs. 05</u>	<u>No. Notes</u>
<b>Means of Finance</b>							
Highway Fund No. 2	\$5,495,936	\$4,751,129	\$4,763,201	\$5,429,000	\$5,100,000	7%	3 7% increase over FY 04
Tolls	\$14,679,972	\$15,448,211	\$15,769,000	\$15,700,000	\$16,644,000	6%	4 6 million + crossings in FY 05
Interest Income	\$950,675	\$592,518	\$500,000	\$335,000	\$350,000	-30%	4 Low interest rates
Other Revenue	\$449,755	\$486,170	\$430,000	\$430,000	\$442,000	3%	4 Ticket Revenues not collected
Federal/DOTD Funds	\$0	\$0	\$0	\$0	\$0	0%	No Fed/DOTD funds in 05
Bond Proceeds	<u>\$0</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0%	
<b>Total MOF</b>	<b>\$21,576,338</b>	<b>\$21,478,028</b>	<b>\$21,462,201</b>	<b>\$21,894,000</b>	<b>\$22,536,000</b>	<b>5%</b>	
<b>Expenditures</b>							
Salaries	\$2,563,112	\$2,643,850	\$3,077,004	\$2,981,564	\$3,338,590	9%	4,11 Pay increases
Related Benefits	\$869,209	\$883,120	\$1,117,194	\$1,050,397	\$1,145,061	2%	11 Health Ins costs up 10%
Other Compensation	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	0%	11 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$3,466,501</b>	<b>\$3,561,150</b>	<b>\$4,228,378</b>	<b>\$4,066,141</b>	<b>\$4,517,831</b>	<b>7%</b>	
<b>Operating Services</b>	<b>\$1,679,395</b>	<b>\$1,933,514</b>	<b>\$1,835,000</b>	<b>\$1,984,843</b>	<b>\$2,003,000</b>	<b>9%</b>	<b>5,12 Insurance costs increase 8.9%</b>
<b>Supplies</b>	<b>\$934,754</b>	<b>\$933,287</b>	<b>\$1,019,460</b>	<b>\$1,033,371</b>	<b>\$1,075,319</b>	<b>5%</b>	<b>13 Fuel costs increase</b>
<b>Operating Expenses</b>	<b>\$2,614,149</b>	<b>\$2,866,801</b>	<b>\$2,854,460</b>	<b>\$3,018,214</b>	<b>\$3,078,319</b>	<b>8%</b>	
<b>Professional Services</b>	<b>\$323,500</b>	<b>\$279,774</b>	<b>\$362,000</b>	<b>\$338,188</b>	<b>\$315,000</b>	<b>-13%</b>	<b>14 Less exp. for traffic consult</b>
Debt Service	\$6,837,213	\$4,590,621	\$4,763,201	\$4,763,201	\$4,720,701	-1%	3,16 Bond Payments decline
State Surplus-HPL	<u>\$1,024,012</u>	<u>\$1,123,936</u>	<u>\$1,279,043</u>	<u>\$1,165,341</u>	<u>\$1,407,669</u>	10%	15,17 Huey P. Long, Acts 1227, 875
<b>Other Charges</b>	<b>\$7,861,225</b>	<b>\$5,714,557</b>	<b>\$6,042,244</b>	<b>\$5,928,542</b>	<b>\$6,128,370</b>	<b>1%</b>	
Acquisitions	\$292,558	\$485,561	\$512,150	\$512,150	\$569,469	11%	18-19 11% increase
Major Repairs	\$820,000	\$1,878,621	\$1,926,902	\$1,926,902	\$1,950,000	1%	19 1% increase in major repairs
Rehabilitation Program	<u>\$6,198,405</u>	<u>\$6,691,564</u>	<u>\$5,536,067</u>	<u>\$6,103,863</u>	<u>\$5,977,011</u>	8%	19-20 5 major rehab projects
<b>Acquisitions/Repairs</b>	<b>\$7,310,963</b>	<b>\$9,055,746</b>	<b>\$7,975,119</b>	<b>\$8,542,915</b>	<b>\$8,496,480</b>	<b>7%</b>	
<b>Total Expenditures</b>	<b>\$21,576,338</b>	<b>\$21,478,028</b>	<b>\$21,462,201</b>	<b>\$21,894,000</b>	<b>\$22,536,000</b>	<b>5%</b>	

**BUDGET REVIEW AUTHORITY**

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual operating budget to the Joint Legislative Committee of the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Commission's budget in February or March after the beginning of the Commission's fiscal year.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year

after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 04-05 budget which represents a 5% increase from the budget approved by the JLCB for FY 03-04. This increase is largely due to an anticipated increase in toll revenues of \$875,000. In addition, the GNOEC has requested to be allowed to budget the excess of Highway Fund No. 2 revenues over what is required for the Commission's FY 05 debt service payment. Highway Fund No. 2 revenues may only be used to pay bonded indebtedness. The excess Highway Fund No. 2 dollars over the FY 05 debt service totals \$379,299. The GNOEC requests that these excess funds be budgeted in the rehabilitation program for FY 05.

Highway Fund No. 2 revenues have typically been insufficient to fund the GNOEC annual debt payment. However, debt service payments have decreased significantly as a result of the GNOEC refunding its 1992 bonds in FY 03 (see page 16). The result was the extension of the term of the bonds through 2032 which allowed the Commission to lower its annual debt payment and, as a result, accelerate its current rehabilitation schedule. The LFO assumes that with the annual debt service payment gradually declining through 2032 and with Highway Fund No. 2 likely to increase over time, excess funding (Hwy Fund No. 2 over annual debt service payments) will occur annually.

The LFO has requested an Attorney General's Opinion regarding how these "surplus" funds may be addressed.

This is the eleventh year of a rehabilitation program originally scheduled for completion in nine years or February 2004 at a cost of \$70 million. The GNOEC now estimates the rehabilitation program to be completed in 2007 at a cost of over \$90 million.

## **MEANS OF FINANCING**

### Highway Fund Number 2

Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally at year-end between the Greater New Orleans Expressway Commission and the Crescent City Connection Division. The GNOEC anticipates a total of \$5.1 million in Highway Fund #2 dollars in FY 04-05. These vehicular license tax revenues may only be used to pay its bond indebtedness. In this fiscal year, these revenues will exceed the bond payment required. The GNOEC notes that it would like to use these additional dollars to fund the rehabilitation program and has built this "surplus" amount into the FY 05 budget for this

purpose. The LFO has requested an Attorney General's opinion as to how these funds may be addressed by the JLCB.

Refinancing of the bonds through 2032 increased the total payout of the bonds over this additional period by a total of \$26 million, but according to the GNOEC, should save money in relation to inflationary costs on rehab projects which are scheduled in the future.

#### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns. Current estimates indicate revenues for Fiscal Year 04-05 will increase slightly over the amount projected for last fiscal year. Toll revenues are budgeted at \$16.6 million for FY 04-05. The GNOEC lists projected toll revenue of \$15.7 million in FY 03-04. The total number of one-way crossings on the expressway is anticipated to be 6,032,797. Tolls collected depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

#### Interest Income and Other Revenue

Interest income is projected to decrease from the amount approved last fiscal year. This is a result of low interest rates and maintaining lower fund balances.

The Commission has received less than anticipated collections from traffic citations per Act 775 of 1997. The Act provides for an additional cost of \$5 per violation for traffic citations issued by Causeway Police. The Commission has indicated that it receives no ticket revenues from the First Parish Court in Jefferson Parish due to a dispute over the Constitutionality of Act 775. The matter has been argued in the courts for the past couple of years when the judges of the First Parish Court refused to impose the cost provided in R.S. 32:57G asserting that the statute was unconstitutional. The Supreme Court held that the judges of the First Parish Court did not have the standing to raise the constitutionality issue and vacated, set aside and remanded the case to the 24<sup>th</sup> JDC for a hearing on a writ of mandamus compelling the judges to impose the fine mandated by R.S. 32:57G. If fully implemented in accordance with the law, the Commission would expect to receive approximately \$36,000 of additional revenue per year from this source.

## **EXPENDITURES**

#### Personnel Expense

The salary expenditure category is budgeted at 8.5% greater than the amount approved last fiscal year. This budget includes pay increases of 1% to 5% which were given to administrative personnel in November 2004.

The budget request includes 95 full-time equivalent positions for causeway operations. A portion of the personnel count for administration (3 FTE positions) and operations (13.0) are allocated to Huey P. Long Bridge expenditures. Adding these sixteen positions brings the total FTE positions to 111.

Pay increases to employees are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat

percentage based upon individual job performances. Merit increases generally range from 3% to 5% and are approved each year through the Commission's budget approval process.

#### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services includes unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. Operating Expenses will increase by 7.8% or approximately \$225,000 from the amount approved by the JLCB last fiscal year. The increase is due to an increase in bank and visa charges on toll deposits of 17% or \$35,000, an increase in insurance expenses of 8.9% or \$110,000 (related to workers compensation insurance premiums, litigation costs, and risk management services), an increase in utilities costs of 15% or \$28,000, and an increase in fuel costs.

#### Other Charges

The FY 04-05 budget for Other Charges includes a revised debt service schedule (previously adopted) which includes refunding the 1992 bonds, as well as the current Series 1999A bonds which were issued in conjunction with the High Voltage Cable Project which was completed in 2003. According to information provided to the LFO by the GNOEC, the bond refunding will decrease annual debt service payments and will provide funds necessary to more aggressively meet the bridge's long-term repair and maintenance needs.

Per Act 875 of 1988, the Commission will provide \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission will provide \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,057,669 for expenditures paid from anticipated excess revenues to the State. This represents an increase of \$128,626 (13%) over the approved FY 03-04 budget. This increase can be attributed primarily to the aforementioned increase in related benefits. The Commission budgets a percentage of overall administrative costs to the Huey P. Long Bridge to reflect the amount of administrative resources devoted to the policing of that bridge.

#### Total Acquisitions/Major Repairs

This category includes capital acquisitions, major repairs, and the capital improvement/rehabilitation program. This category increases by nearly 7% from the amount approved by the Committee last fiscal year. This reduction is due to capital acquisitions increasing 11.2% from the prior year or an increase of approximately \$57,000. In addition, the GNOEC has budgeted an additional 8% for capital improvements/rehabilitation projects which amounts to an additional \$440,944.

The budget for Major Repairs is \$1,950,000 which is only slightly higher than that proposed in FY 03-04. These expenditures are associated with those costs necessary for maintenance needs not addressed in the rehabilitation program. The Commission notes that some of the funds budgeted in the Major Repairs category each year for Extraordinary Maintenance, Preventive Maintenance, Emergency and Periodic Repairs, and System

Improvements are not spent each year for these purposes. The Commission accumulates any unexpended funds each year in the Extraordinary Repair and Maintenance Fund for the purpose of meeting its regular capital outlay and maintenance needs not met in the capital improvements program. This method of financing was used in the past to complete the 3,700 square foot, four bay north shore maintenance facility which opened in December 1998. This financing mechanism is not evidenced in the Commission's budget request in previous fiscal years, but was used prior to the capital improvements program in order to meet recurring capital outlay and major repair needs. As of February 4, 2005, this account held over \$5.2 million in reserves. The Commission is required to maintain at least \$800,000 in this account by its Trust Indenture. The GNOEC currently anticipates using the remaining funds for North Shore Toll Plaza Building Modifications (\$950,000), upgrade collision avoidance radar system (\$800,000), North Approach Road Drainage- Part A- West Approach Road (\$1,570,000), and CCTV Cameras for security on bridge and marine crossings (\$1,100,000).

The approved budget request for the capital improvements/rehabilitation program includes four projects scheduled to cost approximately \$17 million. These projects include south toll plaza renovations (including renovations to existing office space as well as construction of a new office building), funding for the variable message sign maintenance agreement in the amount of \$160,400, and replacement of all neoprene bearing pads on the north bound bridge. This request carries forward \$6.9 million from the previous year (FY 03-04). The rehabilitation program also proposes to carry forward \$2.4 million to FY 05-06.

## **OFF BUDGET ITEM**

The GNOEC was previously involved in an interagency agreement between the Department of Transportation and Development and the Commission, whereby the DOTD reimbursed the Commission for expenditures associated with the policing of Interstate 10 between Loyola Drive and Tulane Avenue for the purpose of congestion mitigation. The GNOEC is no longer involved in this contractual agreement which ended in April 2004. DOTD chose to bid out this service. The GNOEC did not participate in the bidding process.

## **BUDGET ISSUES**

As stated earlier, the Highway Fund #2 revenue for FY 05 will likely be approximately \$380,000 greater than the GNOEC's annual bond payment. These vehicular license tax revenues may only be used to pay bonded indebtedness. The GNOEC is requesting that the JLCB allow it to use these funds in its rehabilitation program and not return these funds to the State. The LFO is uncertain as to what the JLCB's options are with regard to these funds, an Attorney General's opinion has been requested for clarification.

The GNOEC has requested these funds to be utilized in its rehabilitation program due to the following:

- 1) For the past fifty years, the GNOEC has funded a portion of debt service that was not covered by Highway Fund #2, including the \$1,039,457 shortfall in 2001.
- 2) Since January 1987, the GNOEC surplus funds have been used to cover the costs of policing the Huey P. Long Bridge, which was mandated by the Legislature in 1986. As mandated by the Legislature, the GNOEC pays \$50,000 each year to seven parishes surrounding Lake Pontchartrain.
- 3) The GNOEC recently committed \$1.5 million for the state project at Highway 190 and I-12 in St. Tammany Parish.
- 4) In addition, during Hurricane Ivan, at the request of the State, the GNOEC suspended the collection of tolls resulting in a loss of revenue of approximately \$400,000.



Project	Project Name	Status	CAPITAL IMPROVEMENTS - REHABILITATION PROGRAM Brief Description	Budgeted FY 2004	Revised Cost Estimates
1108	Impact Attenuator Replacement	Complete 1995	System replaced to improve safety. The attenuators are located on each side of the seven cross-overs and positioned where vehicles are most likely to impact concrete bridge railings head on.		\$788,000
1302	North Approach Road Rehabilitation	Complete 1996	New asphalt overlay on North Causeway Approach Road and between the north toll plaza and south bound bridge. Asphalt removed, base repaired, new asphalt applied.		\$1,199,000
1101A	Fender Replacement Part A	Complete 1997	Remove deteriorated wood pilings and fenders located at the south, center, and north humps (4, 12, and 20 miles) and replaces the south commercial marine crossing (8 mile) fender system.		\$2,628,000
1107A	Piling Restoration Part A	Complete 1997	Rehabilitation of pilings which are cracked and need repair, most of work performed by divers. This pilot project began in October 1996 and involves approximately the first four miles closest to north shore.		\$3,375,000
1301	West Approach Road Rehabilitation	Complete 1997	Asphalt overlay on West Approach on north shore similar repair work as completed on North Causeway Approach Road.		\$2,171,000
1105A	Transformer Repairs	Complete 1998	Transformer repairs corrected an immediate safety problem with existing transformers on the bridges.		\$336,000
1104	Painting of Steel Spans	Complete 1999	Repainting of steel portions of both bridges. Special procedures are necessary to remove existing lead based primer paint. Scope of project has expanded to include the repair of the steel spans on the south bound bridge (inclusion of Project 1104B).		\$2,855,000
1104B	Repair of South Bound Steel End Spans	Complete 1999	Repair steel beams of the end spans and apply coating to protect. Beams have suffered corrosion over time and have lost significant amounts of material in the lower flanges. This project has been incorporated into Project 1104.		\$0
1109	South Bound Bridge Finger Joint Repair	Complete 1999	Repair all finger joints on the south bound bridge. These joints are located at every fifth span to provide for deck expansion.		\$842,000
1111	Wearing Surface Restoration	Complete 1999	Apply a texture to the pavement on south bound and north bound bridge decks as required. This project was combined with Project 1112.		\$3,944,000
1112	Pavement Marking of Bridge Deck	Complete 1999	Plastic pavement striping and raised reflectorized pavement markers. This project was constructed with Project 1111.		\$0
1201	South Toll Plaza - One-way Toll Collection	Complete 1999	This project provided for the renovations to the south toll plaza required by the conversion to one-way toll collection on the north shore.		\$343,000
1113	Variable Message Sign Replacement	Complete 2000	Replacement of all variable message signs that were 15 years old and replacement parts were not available. Three signs were added to the north shore to assist morning commuter traffic. Project also included replacing bridge call boxes and extended maintenance.	\$160,400	\$6,853,000
Maglev	Magnetic Levitation Train Matching Funds	Complete 2000	The House and Senate Transportation Committees and the Joint Legislative Committee on the Budget in September 1999 authorized the Commission to use up to \$750,000 of its rehabilitation program funds for its cost share of a study to determine the feasibility of constructing a high speed train from the north shore to the airport to downtown New Orleans.		\$550,000
1105B	High Voltage Aerial Cable Replacement	Under Construction 2001 & 2003	Replacement of electrical cables that provide power to the bridge system. Most of existing cable made of aluminum and near the end of its useful life. Also, existing cable is undersized for increased electrical demand. The JLCB approved bond financing of \$11.5 M for this project in 2000.		\$15,755,000
1101C	Fender Replacement Part C Navigational Channel Marker Light Replacement	Complete 2001	This project provided for the replacement of the navigational channel marker lights at the north and south navigational channels. This work was to be done with project 1101B but it was moved up at the request of the US Coast Guard.		\$335,000
1107B	Piling Restoration Parts B	Scheduled Complete	Repair cracked pilings as required. Salt water is corroding the steel in the piles which could lead to failure of the piling. Most of the work must be performed by divers. The cost of this project will be adjusted based upon the pilot program experience. Originally estimated to cost \$20.4 million, this project is expected to cost \$10.8 million based on inspection and rehabilitation of pilings of the first four miles from the north shore completed in Piling Restoration Part A (Project 1107A).		\$1,926,000
1107B	Part C	Complete			\$4,095,000
1107B	Part D	Under Const.			\$3,428,000
1107B	Part E	2007			\$4,000,000
1303	North Causeway Blvd Repair & Improvements	Complete 2002	North Causeway Boulevard will be widened between the South Toll Plaza and Veterans Blvd. The project will include repair of the base and a new asphalt overlay. This project has been added to the program.		\$4,200,000
1101B	Fender Replacement Part B North Channel Bascule	Under Construction	Remove and replace wooden fender system at the Bascule. The United States Army Corps of Engineers will provide \$1 million to purchase a new composite piling system. This project has been delayed until completion of the Cable replacement project.		\$5,127,000
1201	South Toll Plaza Renovations	Scheduled 2005	This project will renovate the South Toll Plaza in light of one-way toll collection. Booths will be removed, pavement and drainage will be repaired, and flood gates will be installed. Includes \$1 million federal.	\$4,750,000	\$4,750,000
1304	North Shore Transportation & Drainage Improvements	Under Construction	This project will improve drainage on Bayou Chinchuba under the North and West approach roads and improve traffic flow through the Florida St intersection. This project will be partially funded with \$500k in federal funds.		\$2,919,000
1114 A	Intelligent Transportation System (ITS)-Safety Speed Enforce.	Scheduled FY 04	This project will install ITS equipment for the purpose of safety speed enforcement and surveillance on the causeway. License plate readers will be located at crossovers 1 and 7.		
1102	Bearing Pad Replacement - North Bound Bridge	Scheduled 2005	Replace all neoprene bearing pads on the north bound bridge and shim as required to level the riding surface.	\$5,544,000	\$5,544,000
1106	Structural Repairs & Concrete Sealing of Bridge Underside	Scheduled 2006 & 2007	Spot repair approximately 1% of north bound bridge and 10% of south bound bridge. This project would repair damaged concrete and seal to prevent further corrosion.		\$10,358,000
1103	Bearings on South Bound Bridge	Scheduled 2006	Clean and adjust bearings on the south bound bridge and shim as required to level the riding surface.		\$1,681,000
	<b>TOTAL</b>			<b>\$10,454,400</b>	<b>\$90,002,000</b>

## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding the projects listed in the "Greater New Orleans Expressway Commission Rehabilitation Projects," found on the previous page. Increases in program scope and costs have extended the anticipated completion of the rehabilitation from February 2004 to October 2006. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
	Cash	3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

# PERSONNEL EXPENSE

<b>SALARIES</b>	<b>FTE</b>	<b>Actual FY 01-02</b>	<b>FTE</b>	<b>Actual FY 02-03</b>	<b>FTE</b>	<b>Approved FY 03-04</b>	<b>FTE</b>	<b>Requested FY 04-05</b>
General Manager	1.0	\$89,250	1.0	\$93,712	1.0	\$98,927	1.0	\$108,938
Asst. Gen. Manager	1.0	\$55,000	1.0	\$59,185	1.0	\$62,547	1.0	\$66,475
N. Shore Supervisor	1.0	\$41,195	1.0	\$43,255	1.0	\$46,013	1.0	\$48,947
Office Personnel	15.0	\$474,889	16.0	\$501,636	16.0	\$566,301	16.5	\$607,032
Less: HPL Adm.	(3.0)	(\$81,801)	(3.0)	(\$84,915)	(3.0)	(\$102,750)	(3.0)	(\$125,899)
<b>Total Administrative</b>	<b>15.0</b>	<b>\$578,533</b>	<b>16.0</b>	<b>\$612,873</b>	<b>16.0</b>	<b>\$671,038</b>	<b>16.5</b>	<b>\$705,493</b>
Toll Collectors	13.5	\$298,825	14.0	\$285,037	14.0	\$319,219	12.0	\$290,378
Bridge Monitors	3.5	\$73,868	4.5	\$90,833	4.5	\$97,956	5.0	\$118,652
Maintenance	23.0	\$647,608	25.0	\$652,585	25.0	\$720,210	25.0	\$700,410
Commun/Radar Oper.	17.0	\$384,661	17.0	\$392,684	17.5	\$501,116	19.5	\$591,972
Police	28.0	\$950,700	29.0	\$995,409	29.0	\$1,237,201	30.0	\$1,464,627
Less: HPL Operations	(12.0)	(\$371,083)	(12.0)	(\$385,571)	(12.0)	(\$469,736)	(13.0)	(\$532,942)
<b>Total Operations</b>	<b>73.0</b>	<b>\$1,984,579</b>	<b>77.5</b>	<b>\$2,030,977</b>	<b>78.0</b>	<b>\$2,405,966</b>	<b>78.5</b>	<b>\$2,633,097</b>
<b>TOTAL SALARIES</b>	<b>88.0</b>	<b>\$2,563,112</b>	<b>93.5</b>	<b>\$2,643,850</b>	<b>94.0</b>	<b>\$3,077,004</b>	<b>95.0</b>	<b>\$3,338,590</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$269,453		\$276,155		\$426,995		\$550,077
Group Insurance		\$507,043		\$524,014		\$659,092		\$585,872
Retirees Group Benefits		\$112,506		\$114,062		\$109,764		\$120,740
Gov. Def. Comp. Plan		\$82,080		\$86,400		\$86,400		\$86,400
Less: HPL Rel. Benef.		(\$101,873)		(\$117,511)		(\$165,057)		(\$198,028)
<b>Total Related Benefits</b>		<b>\$869,209</b>		<b>\$883,120</b>		<b>\$1,117,194</b>		<b>\$1,145,061</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$3,466,501</b>		<b>\$3,561,150</b>		<b>\$4,228,378</b>		<b>\$4,517,831</b>

\* Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

Requested Adjustments to Full Time Equivalency Position (FTE) Count:	<u>FTEs</u>
Fiscal Year 2004 FTEs Approved (Including HPL Personnel)	110.0
Net increase of personnel (FTEs)	<u>1.0</u>
Requested Fiscal Year 2005 FTEs (Including HPL Personnel)	111.0

## OPERATING EXPENSES

	<b>Actual</b>	<b>Actual</b>	<b>Approved</b>	<b>Requested</b>	<b>FY 04</b>
<b>OPERATING SERVICES</b>	<b><u>FY 01-02</u></b>	<b><u>FY 02-03</u></b>	<b><u>FY 03-04</u></b>	<b><u>FY 04-05</u></b>	<b><u>to FY 05</u></b>
Advertising	\$6,597	\$3,223	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$3,000	\$4,942	\$5,000	\$5,000	0.0%
Insurance	\$1,147,000	\$1,288,565	\$1,240,000	\$1,350,000	8.9%
Travel	\$0	\$3,766	\$5,000	\$5,000	0.0%
Telephone and Radio	\$176,256	\$173,338	\$180,000	\$175,000	-2.8%
Utilities	\$153,604	\$187,922	\$187,000	\$215,000	15.0%
Other Operating Services	<u>\$192,938</u>	<u>\$271,758</u>	<u>\$203,000</u>	<u>\$238,000</u>	17.2%
<b>TOTAL OPER. SERVICES</b>	<b>\$1,679,395</b>	<b>\$1,933,514</b>	<b>\$1,835,000</b>	<b>\$2,003,000</b>	9.2%

The increase in this category is largely due to an increase in insurance expenses of 8.9% or \$110,000 (related to workers compensation insurance premiums, litigation costs, and risk management services), an increase in utilities costs of 15% or \$28,000, and an increase in fuel costs.

## OTHER OPERATING SERVICES SUMMARY

	<b>Actual</b>	<b>Actual</b>	<b>Approved</b>	<b>Requested</b>	<b>FY 04</b>
<b>Other Operating Services</b>	<b><u>FY 01-02</u></b>	<b><u>FY 02-03</u></b>	<b><u>FY 03-04</u></b>	<b><u>FY 04-05</u></b>	<b><u>to FY 05</u></b>
Unused Vacation & Sick Leave	\$19,422	\$91,644	\$25,000	\$35,000	40.0%
Dues and Subscriptions	\$17,132	\$16,668	\$18,000	\$18,000	0.0%
Trustee Fees	\$15,000	\$12,734	\$15,000	\$15,000	0.0%
Bank & Visa Charges on Toll Deposits	\$134,048	\$144,351	\$145,000	\$170,000	17.2%
All Other	<u>\$7,336</u>	<u>\$6,361</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$192,938</b>	<b>\$271,758</b>	<b>\$203,000</b>	<b>\$238,000</b>	17.2%

Unused Vacation and Sick Leave is increased by 40% or slightly more than \$10,000 in FY 05. This is due to GNOEC anticipating that a long-time employee will terminate their employment during the fiscal year, thereby increasing expenditures in this category.

This category also includes dues to the International Bridge, Tunnel and Turnpike Authority and for memberships in various police associations and chambers of commerce.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 04
Supplies Expense Items	<u>FY 01-02</u>	<u>FY 02-03</u>	<u>FY 03-04</u>	<u>FY 04-05</u>	<u>to FY 05</u>
Ofc. Expense and Supplies	\$131,473	\$132,722	\$142,830	\$142,655	-0.1%
Oper. Expenses & Supplies	\$293,451	\$312,761	\$359,949	\$402,535	11.8%
Repair & Maint./Supplies	<u>\$509,830</u>	<u>\$487,804</u>	<u>\$516,681</u>	<u>\$530,129</u>	2.6%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$934,754</b>	<b>\$933,287</b>	<b>\$1,019,460</b>	<b>\$1,075,319</b>	5.5%

### Office Expense and Supplies:

The GNOEC is not requesting any significant change in its office supply budget.

Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 04-05 is \$402,535, which is an 11.8% increase from the prior year's approved budget. The Commission notes that the increased costs in this category are due to significant increases in utilities and fuel costs. In addition, the implementation of security patrols around the causeway bridge due to the events of "9-11" have resulted in increased costs. These patrols are performed by St. Tammany Parish Sheriff's Department as well as other agencies and is budgeted at approximately \$15,000.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The amount budgeted in this category shows a 2.6% increase over the amount budgeted in FY 04.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance.

## PROFESSIONAL SERVICES

Professional Service Items	Actual <u>FY 01-02</u>	Actual <u>FY 02-03</u>	Approved <u>FY 03-04</u>	Requested <u>FY 04-05</u>	FY 04 to FY 05
<b>Accounting and Finance</b>					
Independent Audit	\$8,800	\$9,960	\$20,000	\$15,000	-25.0%
Accounting Services	<u>\$130,151</u>	<u>\$112,225</u>	<u>\$115,000</u>	<u>\$115,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$138,951</b>	<b>\$122,185</b>	<b>\$135,000</b>	<b>\$130,000</b>	<b>-3.7%</b>
<b>Engineering *</b>					
Engineering Traffic Consultant	<u>\$3,807</u>	<u>\$5,000</u>	<u>\$37,000</u>	<u>\$5,000</u>	-86.5%
<b>Total Engineering</b>	<b>\$3,807</b>	<b>\$5,000</b>	<b>\$37,000</b>	<b>\$5,000</b>	<b>-86.5%</b>
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$0	\$0	\$10,000	\$0	-100.0%
Gen. Counsels	<u>\$68,453</u>	<u>\$51,842</u>	<u>\$90,000</u>	<u>\$90,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$68,453</b>	<b>\$51,842</b>	<b>\$100,000</b>	<b>\$90,000</b>	<b>-10.0%</b>
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$80,880	\$88,747	\$90,000	\$90,000	0.0%
Police Integrity & Ethics	<u>\$31,409</u>	<u>\$12,000</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Prof. Services</b>	<b>\$112,289</b>	<b>\$100,747</b>	<b>\$90,000</b>	<b>\$90,000</b>	<b>0.0%</b>
<b>TOTAL PROF. SERV.</b>	<b>\$323,500</b>	<b>\$279,774</b>	<b>\$362,000</b>	<b>\$315,000</b>	<b>-13.0%</b>

\* Not included in this category are the engineering costs associated with Rehabilitation Program projects and those engineering expenses included in Major Repairs. These costs generally range from 5 to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements. This review is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The budget for the Investment Consultant will remain constant. This fee is based upon the amount of the rehabilitation fund investments under the consultant's management.

## OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 01-02</b>	<b>Actual FY 02-03</b>	<b>Approved FY 03-04</b>	<b>Requested FY 04-05</b>	<b>FY 04 to FY 05</b>
<b>Debt Service</b>	<b>\$6,837,213</b>	<b>\$4,590,621</b>	<b>\$4,763,201</b>	<b>\$4,720,701</b>	<b>-0.9%</b>
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b>Huey P. Long Bridge</b>	<b>\$674,012</b>	<b>\$773,936</b>	<b>\$929,043</b>	<b>\$1,057,669</b>	<b>13.8%</b>
<b>Total Interagency Expense</b>	<b>\$7,861,225</b>	<b>\$5,714,557</b>	<b>\$6,042,244</b>	<b>\$6,128,370</b>	<b>1.4%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$7,861,225</b>	<b>\$5,714,557</b>	<b>\$6,042,244</b>	<b>\$6,128,370</b>	<b>1.4%</b>

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures Per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

# DEBT SERVICE REQUIREMENTS

1-Nov	Series 1999A Bonds Total Debt Service	Series 2003 Bonds Principal	Series 2003 Bonds Interest	Series 2003 Bonds Total Debt Service	Combined Total Debt Service Requirements
2003*	\$1,334,513	\$550,000	\$1,306,361	\$1,856,361	\$3,190,874
2004	\$1,324,763	\$1,050,000	\$2,388,439	\$3,438,439	\$4,763,201
2005	\$1,343,263	\$1,010,000	\$2,367,439	\$3,377,439	\$4,720,701
2006	\$1,333,763	\$1,060,000	\$2,347,239	\$3,407,239	\$4,741,001
2007	\$1,347,338	\$1,080,000	\$2,326,039	\$3,406,039	\$4,753,376
2008	\$1,333,150	\$1,105,000	\$2,301,739	\$3,406,739	\$4,739,889
2009	\$1,342,350	\$1,130,000	\$2,276,876	\$3,406,876	\$4,749,226
2010	\$1,347,800	\$1,160,000	\$2,244,389	\$3,404,389	\$4,752,189
2011	\$1,326,488	\$1,200,000	\$2,207,269	\$3,407,269	\$4,733,756
2012	\$1,330,300	\$1,240,000	\$2,166,769	\$3,406,769	\$4,737,069
2013	\$1,331,225	\$1,285,000	\$2,123,369	\$3,408,369	\$4,739,594
2014	\$1,329,263	\$1,330,000	\$2,076,788	\$3,406,788	\$4,736,050
2015	\$1,329,413	\$1,375,000	\$2,030,238	\$3,405,238	\$4,734,650
2016	\$1,331,413	\$1,450,000	\$1,958,050	\$3,408,050	\$4,739,463
2017	-	\$1,525,000	\$1,881,925	\$3,406,925	\$3,406,925
2018	-	\$1,605,000	\$1,801,863	\$3,406,863	\$3,406,863
2019	-	\$1,685,000	\$1,721,613	\$3,406,613	\$3,406,613
2020	-	\$1,770,000	\$1,637,363	\$3,407,363	\$3,407,363
2021	-	\$1,840,000	\$1,564,350	\$3,404,350	\$3,404,350
2022	-	\$1,920,000	\$1,486,150	\$3,406,150	\$3,406,150
2023	-	\$2,005,000	\$1,402,150	\$3,407,150	\$3,407,150
2024	-	\$2,105,000	\$1,301,900	\$3,406,900	\$3,406,900
2025	-	\$2,210,000	\$1,196,650	\$3,406,650	\$3,406,650
2026	-	\$2,320,000	\$1,086,150	\$3,406,150	\$3,406,150
2027	-	\$2,435,000	\$970,150	\$3,405,150	\$3,405,150
2028	-	\$2,560,000	\$848,400	\$3,408,400	\$3,408,400
2029	-	\$2,640,000	\$730,000	\$3,370,000	\$3,370,000
2030	-	\$2,775,000	\$598,000	\$3,373,000	\$3,373,000
2031	-	\$2,915,000	\$459,250	\$3,374,250	\$3,374,250
2032	-	\$3,060,000	\$313,500	\$3,373,500	\$3,373,500
2033	-	\$3,210,000	\$160,500	\$3,370,500	\$3,370,500
Total	\$18,685,038	\$54,605,000	\$49,280,914	\$103,885,914	\$122,570,951

\*Does not include debt service on the Series 1992 Bonds of approximately \$1,934,000 prior to delivery of the Series 2003 Bonds



## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 04
<u>Bridge</u>	<u>FY 03-04</u>	<u>FY 04-05</u>	<u>to FY 05</u>
<b>Administrative</b>			
Administrative Salaries	\$102,750	\$125,899	22.5%
Payroll Taxes	\$12,378	\$17,119	38.3%
Payroll Benefits	\$21,002	\$23,843	13.5%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Administrative Function</b>	<b>\$136,130</b>	<b>\$166,861</b>	22.6%
<b>Operations</b>			
Police Patrol	\$355,069	\$423,653	19.3%
Dispatch	\$61,265	\$65,084	6.2%
Payroll Taxes	\$52,422	\$68,587	30.8%
Payroll Benefits	\$64,592	\$71,474	10.7%
Materials, Supplies, and Maint.	\$60,000	\$60,000	0.0%
Telephone and Radio	\$8,500	\$8,500	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	
Insurance	<u>\$28,000</u>	<u>\$28,000</u>	0.0%
<b>Total Operations</b>	<b>\$635,348</b>	<b>\$730,798</b>	15.0%
<b>Maintenance</b>			
Maintenance Personnel	\$53,402	\$44,205	-17.2%
Payroll Taxes	\$4,658	\$6,203	33.2%
Payroll Benefits	<u>\$10,005</u>	<u>\$10,802</u>	8.0%
<b>Total Maintenance</b>	<b>\$68,065</b>	<b>\$61,210</b>	-10.1%
<b>Capital Acquisitions</b>	<b>\$89,500</b>	<b>\$98,800</b>	10.4%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$929,043</b>	<b>\$1,057,669</b>	13.8%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Police patrol expenses will increase in FY 05 as three officers departed the HPL during the prior fiscal year and were replaced with three officers who worked in the Motorist Assistance Patrol (MAP) and earn higher salaries. In addition, due to the cessation of the MAP contract with DOTD, the amount being assessed for the Chief of Police and one Lieutenant has been increased to reflect additional time devoted to the HPL. Also, with regard to Administration of HPL, three employees who should have been assessed to HPL in the past are now correctly being assessed in this budget, thereby increasing the costs in this area of the budget.

## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Rehabilitation Program</b>	<b>Approved FY 03-04</b>	<b>Requested FY 04-05</b>	<b>FY 04 to FY 05</b>
<b>Capital Acquisitions</b>			
Police	\$232,400	\$238,500	2.6%
Maintenance	\$242,084	\$275,119	13.6%
Operations & Administration	\$11,400	\$55,850	389.9%
<b>Total Capital Acquisitions</b>	<b>\$485,884</b>	<b>\$569,469</b>	<b>17.2%</b>
<b>Major Repairs</b>			
Consulting Engineering	\$155,000	\$155,000	0.0%
Annual AASHTO Inspection	\$150,000	\$150,000	0.0%
Emergency and Periodic Repairs	\$125,000	\$125,000	0.0%
Upgrade Collision Avoidance Radar System	\$50,000	\$0	-100.0%
Security Cameras on Bridge & Marine Cross	\$315,000	\$0	-100.0%
North Shore Toll Plaza Building Modif.	\$633,621	\$0	-100.0%
North Channel Bascule Control System Rep.	\$0	\$790,000	100.0%
Prev Maint of Mech & Elect Sys	\$50,000	\$50,000	0.0%
Repair Spalled Areas of Bridge Deck	\$50,000	\$50,000	0.0%
Access/Egress to EZ Serve Site	\$100,000	\$0	-100.0%
Repair Bent 1496	\$100,000	\$0	-100.0%
System Improvement	\$150,000	\$0	-100.0%
NorthToll Plaza Access/Egress & Overlay	\$0	\$600,000	100.0%
Security Inspection	\$0	\$30,000	100.0%
<b>Total Major Repairs</b>	<b>\$1,878,621</b>	<b>\$1,950,000</b>	<b>3.8%</b>
<b>Capital Imp./Rehabilitation Program</b>			
1101B Fender Replacement Part B	\$2,550,000	\$0	-100.0%
1201 South Toll Plaza Renovations	\$1,925,125	\$4,750,000	146.7%
Causeway Acceleration/Deceleration Lanes	\$1,800,000	\$0	-100.0%
Piling Restoration Part D	\$3,923,000	\$0	-100.0%
#1114 Intelligent Transportation System	\$5,144,250	\$0	-100.0%
#1304 N. Shore Transportation & Drainage	\$1,309,185	\$0	-100.0%
Variable Message Sign Maintenance Agr.	\$0	\$160,400	100.0%
#1102 Bearing Pad Replacement Northbound	\$0	\$5,544,000	100.0%
Funds carried forward from Prior Year	(\$9,295,595)	(\$6,904,091)	-25.7%
Funds carried forward to Next Year	<u>\$3,294,757</u>	<u>\$2,426,702</u>	-26.3%
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$10,650,722</b>	<b>\$5,977,011</b>	<b>-43.9%</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$13,015,227</b>	<b>\$8,496,480</b>	<b>-34.7%</b>

## **Acquisitions and Major Repairs Expenditure Category**

### Capital Acquisitions

Capital Acquisitions totals \$569,469 in FY 05 and includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 11.2% more than the amount approved last fiscal year. Causeway police acquisitions in FY 04-05 total \$238,500 and includes the purchase of six police vehicles and related equipment. In addition, this request includes six mobile in-car video cameras at a total expense of \$38,400 and three in-car computers costing \$26,400. Maintenance acquisitions for FY 05 total \$190,500 and includes the purchase of a bridge sweeper for \$75,000, two Ford trucks totaling \$50,500, a mower at \$6,999, and landscaping the North Plaza (at approach roads) at a cost of \$5,000. Administrative acquisitions total \$37,400 and includes the purchase of one vehicle for \$22,000, one copier for \$7,900, and a plasma television for the general manager's office at a cost of \$3,000. Huey P. Long Police purchases for FY 05 total \$98,800.

### Major Repairs

Major Repairs expenses in FY 04-05 total \$1,950,000 and include \$50,000 for preventative maintenance of its electrical and mechanical systems, \$150,000 for the annual AASHTO inspection of the GNOEC bridges and overpass, \$50,000 for repair of spalled areas of bridge deck \$30,000 for security inspection, \$125,000 for emergency and periodic repairs, and \$155,000 for consulting engineering expenses, \$600,000 for the North Toll Plaza Access/Egress & overlay maintenance building parking lot, and \$790,000 for the North Channel Bascule control system replacement.

The Commission accumulates unexpended funds in this budget in its Extraordinary Maintenance and Repair Fund. The balance of this fund is \$5.2 million for maintenance needs not met by the current rehabilitation program. The GNOEC is required by its Trust Indenture to maintain at least \$800,000 in this account. The GNOEC currently anticipates using the remaining funds for the North Approach Road Drainage Project (Part A-West Approach Road) \$1,570,000, CCTV Cameras for security on bridge and marine crossings \$1,100,000, North Shore Toll Plaza building modifications \$950,000, and upgrade of the collision avoidance radar system \$800,000.

### Capital Improvements/Rehabilitation Program

Funds Carried Forward From Fiscal Year 03-04 represent \$6.9 million in funds budgeted in the prior year for FY 03-04 rehabilitation projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found on page 9 of this report. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on October 5, 2004 includes the rehabilitation projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors which require projects be moved (either delayed or moved forward).

Project 1102 Bearing Pad Replacement (\$5,544,000) involves the removal and replacement of all neoprene bearing pads and for leveling of the northbound bridge. The neoprene bearing pad is a rectangular block of hard rubber located at the girder/bent cap interface. The pad insures that the two concrete surfaces do not come in contact. Each of the 1,500 bents supports 8 girders, each resting on a bearing pad, for a total of 12,000 bearing pads. The bridge will be leveled through the addition of bearing shims at the locations where differential settlement of the bent or rotation of the bent cap has occurred. The project involves working in the roadway, therefore it will be designed and scheduled to minimize the impact on commuter traffic.

Project 1201B South Toll Plaza Renovations (\$1,900,00) involves renovation and reconstruction of the South Toll Plaza to provide additional capacity and increased safety. This is necessary due to the existing Toll Plaza being inadequate for current and future traffic volumes. During peak hours, traffic is delayed at the toll plaza and creates congestion on the Causeway Boulevard system which ties up local traffic. Planned improvements include the demolition of the existing toll plaza, construction of public restrooms, repair of parking areas and paving for additional police parking, construction of flood gates, automated vehicle identification system, and a weigh-in-motion system.

In addition, Project 1201C (\$2,850,000) will also include construction of a new administration/dispatch building and renovation of existing buildings which will provide the additional space which the GNOEC feels is necessary for its operation. The construction of the new two-story building will provide 5,600 square feet and will cost approximately \$476,000 or \$85/sq. ft. The first floor will house dispatch, an equipment room (for radios, telephones, computers, cameras, variable message signs, call boxes, etc.) and some storage. The second floor will house the general manager, assistant general manager, supervisor of operations, secretary, and the accounting department. Once the construction is completed, the old building will be renovated at a cost of \$364,000 and will house the police, director of engineering and the human resources department.

Finally, commuter sales will move into a new office to be built in the parking lot with a drive-through lane. The commuter sales office will be 925 sq. ft. @ \$85/ft. or \$78,625. The total cost of project 1201C is \$2.85 million, including over \$900,000 for construction and renovations costs. The GNOEC notes that square footage prices may be greater than those shown above due to the costs of steel and other general construction materials. The increase cost per square foot will result in fewer funds being available for the purchase of equipment and furnishings for the new space.

Finally, in the approved GNOEC budget request, the Commission intends to carry forward \$2.4 million in order to fund future projects on the rehabilitation/capital improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in 2006. These projects include Piling Restoration Part E (Project 1107E) to repair cracks in the bridge pilings caused by overstress and saltwater corrosion, Bearings on southbound bridge (Project 1103) to clean and repair bearings on the southbound bridge and shim to level the riding surface, and Structural Repairs and Concrete Sealing of Bridge Underside (Project 1106) which involves repairing damaged concrete and sealing to prevent further corrosion. Approximately half of these funds are used to pay for the engineering costs associated with planning rehabilitation projects. Funds are often carried forward to future fiscal years as the GNOEC is required by its bond indenture to have the all construction funding available before a project can be initiated.

